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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY Poland

SUBJECT Przedsiębiorstwo Robot Czerpanych i Wodnych (Harbor Dredging Firm), Szczecin: Shortages/Workers' Attitudes and Sabotage

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Location

1. "Przedsiębiorstwo Robot Czerpanych i Wodnych (PRC) is the harbor dredging enterprise of Szczecin. Its offices are at Ulica Ludowa [redacted]"

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Personnel

2. "The docks of Szczecin form a great enterprise. They are managed like a kolkhoz. An ordinary dockworker earns little. It is better to work for a small enterprise where some private spirit remains. PRC has about 300 workers plus an office staff of about 40. The politruk in spring 1953 was [redacted] /fnu/ Serdynski."

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Wages and Norms

3. "At PRC the foreman (brigadzista) of the electric workshops has three workers under him. His salary is 600 zlotys per month, but working on a piece work basis he can earn about 800 zl per month. The firm calculator determines how many hours are needed for a certain job. If a person does his work more quickly he gets more pay. The unofficial rule is never to do more than 200 per cent; otherwise the norm will be increased and the worker will eventually lose any chance of extra pay. Sometimes the calculation is wrong or careless. A job for repairing installations on a ship was calculated for 120 hours;

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the four men of the electric workshops did it in eight hours. Then they went home, stayed there for a few days, and said that they had done the job in 60 hours; they got the premium. The norms are a most demoralizing system. Since the enterprise is state-owned nobody cares for anything; that is the attitude from the top down through the ranks. The general attitude is: to take as much as possible in money but to do as little as possible - best to do nothing. This is not only selfishness or laziness but a system which has originated spontaneously, a general sabotage.

#### Shortages and Sabotage

4. "In Spring 1953 the PRC was short of everything. If it received anything the workers destroyed it on purpose. Often work could not be carried on in the electrical workshop. There were no glow-lamps. When they finally arrived the workers broke them. Electric cables were thrown into the water. After a long wait cables came from Sweden (Poland is very short of electric cables). Most of these cables went to the works but the remaining ones did not land in the storehouse but on the bottom of the channel in the harbor. The workers threw the new cables there.
5. "The reason that was done was that the workers did not want to work. The enterprise was like a madhouse; nobody could do his work properly. The workers just wanted to be left in peace. The young engineers did not really know how to manage the works and the workers. Often work stopped because of wrong disposition or shortages of raw materials. The US put its nose into everything, being suspicious of sabotage. The firm owned three cars, but there was never a car available. The mechanics repaired the cars very badly on purpose; in order to have an occupation all the time and surpass norms, the cars were practically always under repair. Sometimes the mechanics assembled the motor and then took it apart again. There was nobody in the firm who understood that kind of work and could check on the car mechanics. Once the calculator asked them what they would do if the cars were private. A mechanic replied: 'If I had a car I would have a proper driver; the car would never be in disorder and it would work day and night and make money.'

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